

## Urban River Trails Linkage Study

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**Port Gardner thru Snohomish  
June 1986**

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June 1986

### Note:

This report describes the results of the study from Lowell thru Snohomish. The study results from Port Gardner to Lowell are described in a separate report available from the Everett Planning Department.

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## Introduction

The Snohomish County Parks and Recreation Division recently completed work on a new Comprehensive Park and Recreation Plan. The demand and need study portions of the Comprehensive Plan determined there is considerable interest in and potential for the development of a system of waterfront oriented trails between major urban, historical and environmental features within the county, particularly along the Snohomish River between Everett and Snohomish.

### Purpose:

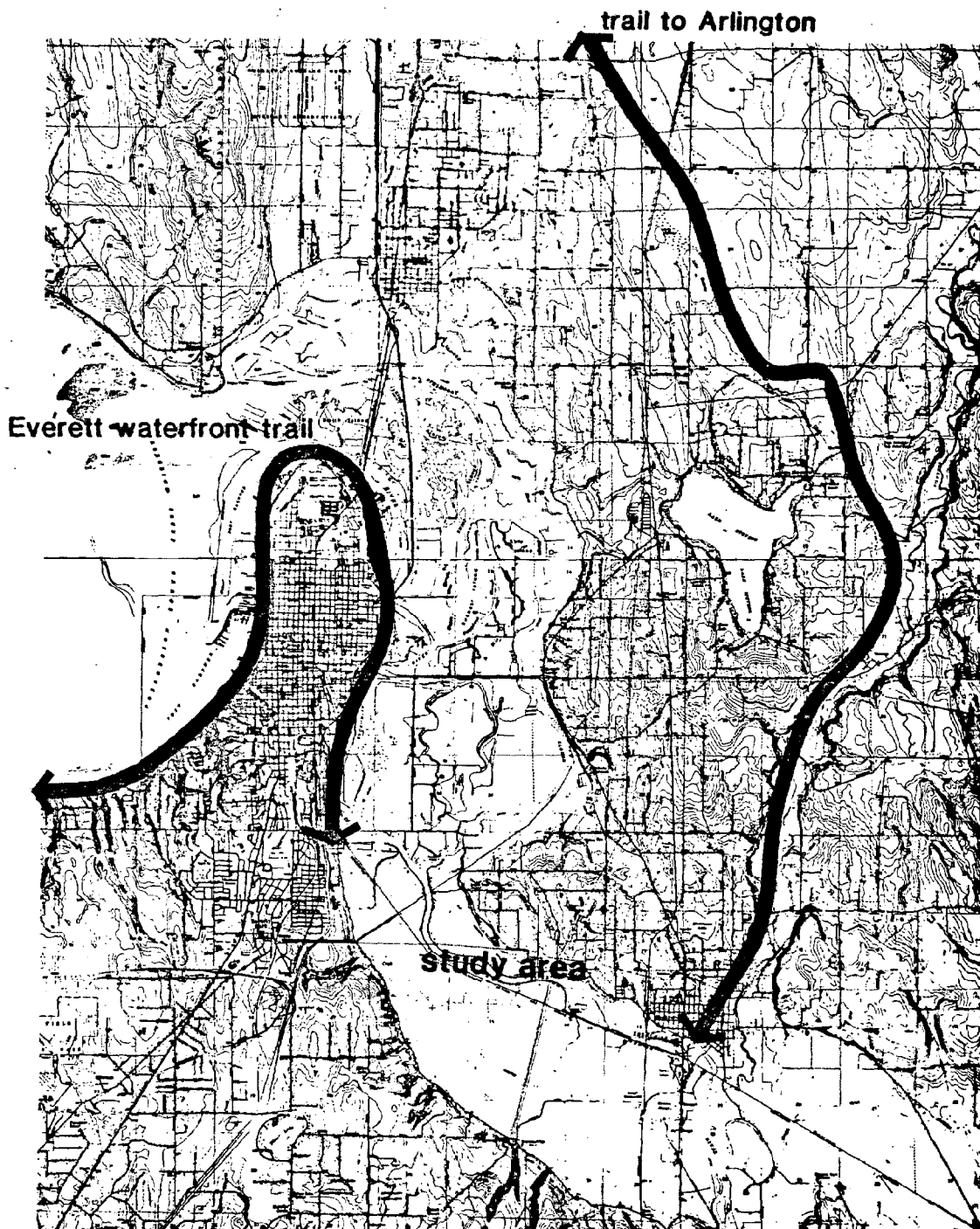
This study was funded by the Coastal Zone Management program to investigate potential urban shoreline trail linkages along the Snohomish River between the Cities of Everett and Snohomish. The study was to determine the trail acquisition and/or preservation opportunities within the Snohomish River corridor as part of the county's regional trail planning effort. Specific study objectives were to work with the public officials, staff and agencies, recreational interest groups, property owners and others to identify and analyze:

- a: present trail activity within the Everett-Snohomish study area and the probable experience level of trail users,
- b: existing and potential trail destinations, including areas or facilities that are or may be used to provide trailhead services,
- c: alternative trail corridor locations for different types of trail use (hike, bike, horse and boat),
- d: recommended trail design standards and development relationships with surrounding streetscape and site characteristics,
- e: trail acquisition, construction and development costs by corridor segment or phase, and
- f: potential funding sources, implementation tasks and responsibilities.

### Process

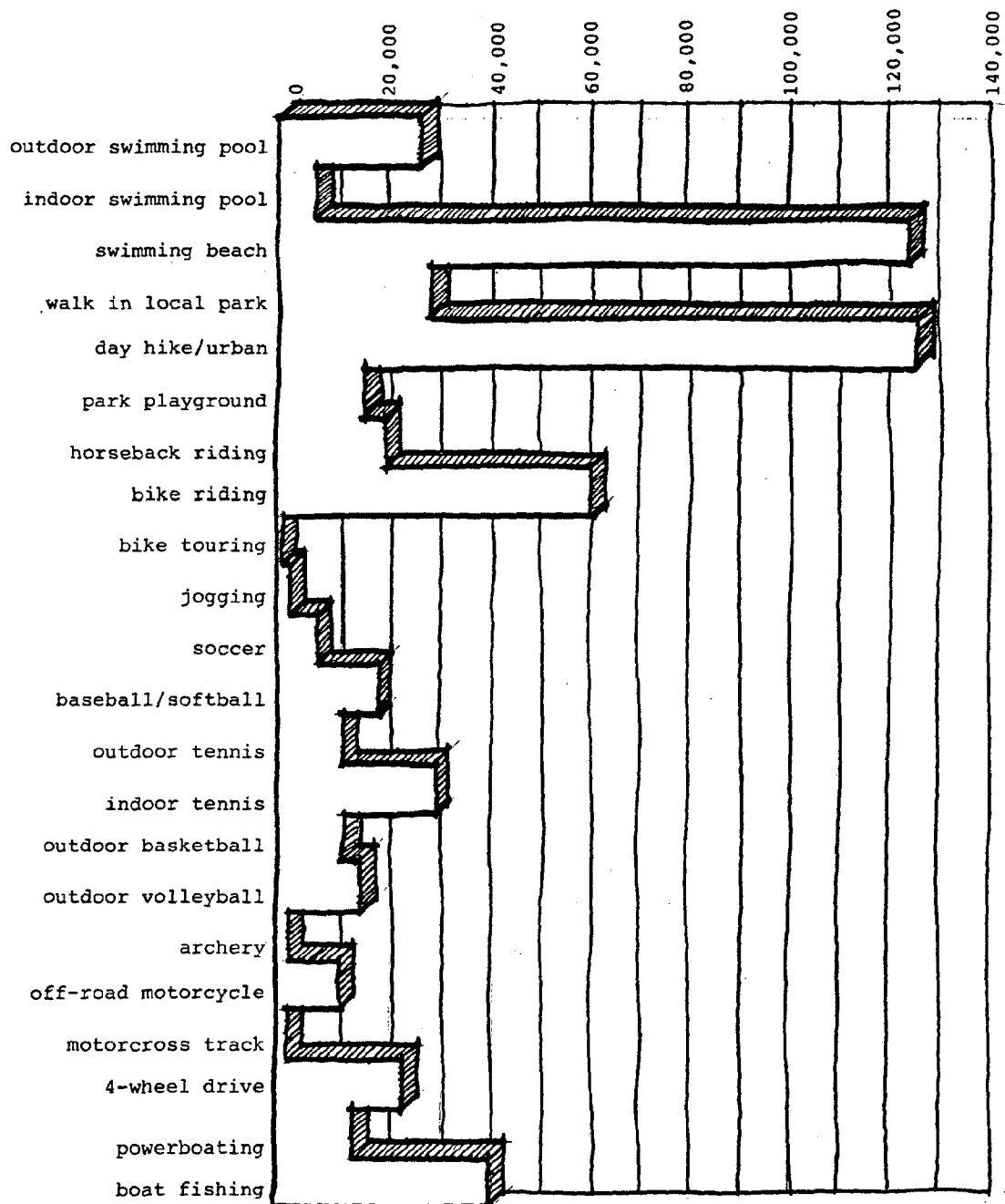
Three public workshops were conducted with interested citizens, potential trail user groups, property owners, business interests and the City of Snohomish and Snohomish County Park Advisory Boards, and others

**Graphic 1**  
**Study Corridor**



during the course of the study. In addition, a number of planning sessions were conducted with Department Directors and staff, and with the owner/operator of the Harvey Airfield facility. The proposals outlined within this report represent the consensus opinion developed by these groups during the workshop sessions.

**Graphic 2**  
**Countywide Facility Demand**



Unsatisfied Number of Facility Users by 1990

## **Findings**

The analysis included a review of present trail use patterns and interest group activities, existing site conditions and opportunities, property ownerships and recent plans, and the results of the workshop discussions. Following is a brief summary of major findings:

### **Demand**

The recently completed comprehensive county parks and recreation plan projected demand for individual park and recreation activities using a computer model based on a series of statewide surveys. The results indicated waterfront and trail related activities were potentially the most desired type of activity within the Snohomish County region. However, the facility inventory results determined the county had a shortage of waterfront and trail facilities - a situation that could discourage or tend to obscure the dimensions of real potential demand for these type of facilities.

### **Present Activity Patterns**

Trail demands could be sizable within the Snohomish River corridor, if facilities are developed to accomodate different types of trail and waterfront related demands. Trails used within the area at present, though the type of user is influenced by the kind of facility experience presently available. Following is a brief description of present area trail and waterfront use patterns.

#### Bicycling:

Snohomish is a very popular regional bicycling area. On weekends the area regularly draws individuals and groups up to 50 riders at a time from Snohomish and nearby King, Skagit and Whatcom Counties. Generally, the area draws bicycle enthusiasts - individuals with experience and skill who ride with traffic on local roads and streets.

The area's popularity with enthusiasts is due partly to the large variety of alternative routes that provide different terrain, scenic features, historical and cultural facilities accomodating different degrees of riding expertise or variety for a single ride. Area roads are quite narrow in places, but are generally paved, provide good visibility



# Snohomish is a bicycling paradise

By Susan Wade

The reasons are as varied as the riders themselves, but in the Western Washington bicycling community, all roads lead to Snohomish.

"It's a mecca for bicycle operations, for bicyclers in all degrees," declared touring enthusiast Harry Stavert of Marysville. "It's a real crossroad for bicyclists. So many bike corridors go through Snohomish that it's a focal point. Just about every long ride you take swings you through Snohomish at some point."

Those well-acquainted with Snohomish territory, including local resident Bill Fulton and John Mitchell of Mill Creek, agree that the town's strategic location is what draws cyclists from not only the immediate area but from King, Skagit and even Whatcom counties.

"Snohomish is a bicycling paradise," said Fulton. "I can walk out my door, get on my bike and go in any direction, depending on what I'm in the mood for."

And, as Mitchell put it, Snohomish "is a place that gets you out in the country quick. A lot of people drive their cars into town, park, get on their bikes and take off for a one-day excursion."

Talk to 50 bicyclists who pedal through Snohomish frequently and you'll get 50 versions of a favorite route. But among the most popular thoroughfares is the Old Snohomish-Monroe Road.

Fulton suggests a trek to Sultan via that route, calling it "about the safest and nicest" ride around. "Go out Lincoln Street to the Old Snohomish-Monroe Road," he directed. "When you get to Monroe, go across the bridge on 203 and turn left as if you're going to Carnation.

Turn left (east) at Ben Howard Road and follow that into Sultan. From Sultan come back on the Old Owen Road on the bluff. That'll bring you back on the other side of the Skykomish. Then you reconnect with the Old Snohomish-Monroe Road for the haul back to town."

Another loop Fulton traced was one that leads south of Snohomish past Harvey Airfield, down to Ree's Corner to the Lowell/Connelly Road. Follow the Cathcart/High Bridge Road over the High Bridge and up to Monroe, and pick up the Old Snohomish-Monroe Road to complete the circle.

For adventurous spirits with excellent stamina, Fulton recommended a 33-mile jaunt that, like the other, winds up on the Old Snohomish-Monroe Road but leads northeast of town rather than south. Head up Machias Road to Dubuque Road. Continue east on Dubuque Road and turn right (south) at Lake Roesiger Road, then dip down to Monroe on Woods Creek Road. In Monroe, hop back on the Old Snohomish-Monroe Road for the return ride.

Mitchell said Seattle cyclists, many of whom are members of the huge Cascade Bike Club, are fond of visiting Snohomish via Redmond, Woodinville, Clearview, Cathcart and on up Springhetti Road into town. He adds that Snohomish is often one stop along the Woodinville-Snohomish-Monroe-Duvall-Fall City trail.

Those are but a few of what Stavert estimates are "hundreds and hundreds of bicycle routes" with a Snohomish nucleus. "I could

take someone who has never been up here and take them out every day for a month. And they'd never retrace their routes."

In addition to a choice of roads, the bicyclist around Snohomish has a variety of terrain from which to select. Whether you're astride what Mitchell jokingly calls a "Neanderthal bike" or whether you sell your diamond wedding ring to afford the top-of-the-line touring bike, as one Snohomish area rider did, you'll find a course either to challenge or humor you.

Said Fulton, "there are all kinds of different things for different people. The terrain is very forgiving. There's always a place you can ride to accommodate your level."

Snohomish resident Carol Harrington last year took advantage of the hilly countryside north of town to train for the grueling 112-mile bike race that's part of the Iron Man Triathlon World Championship in Hawaii.

And Mitchell, who rides his bicycle to work in Everett, often coursed the various backroads around Snohomish while preparing for his fifth cross-country venture last summer.

One desirable characteristic of Snohomish streets and their country spokes is the relatively low volume of traffic. "Traffic is at a manageable speed on the side roads," Fulton said. "And especially in the valleys, motorists and bicyclists have safe, unobstructed views. There is no better riding than around here. We also have the advantage of asphalt country roads."

Mitchell added that "you can putter away at your own

(Continued on pg. 14)



Racers and "Sunday riders" find Snohomish ideal as they flock to town year round to enjoy the historic flavor and scenic rides.

## Bicycle paradise

pace and there's not much traffic to push you around."

Charmed by the quaint appearance of Snohomish and captivated by the natural tapestry of mountains, valleys, rivers, lakes and trees, bicyclists are enchanted by the scenery.

"The country up here is just beautiful, no two ways about it," Stavert asserted. "And Snohomish is an interesting town. People are immediately taken by First Street, they want to stop and look in all the shops up and down the street."

Stavert, a member of both Cascade Bike Club and BIKES of Everett, said he and his colleagues delight in Snohomish's friendly restaurants for rest, fellowship and planning riding strategy.

"The second Sunday of every month we meet at Harvey's Restaurant for what we call 'airport invasion.' We have breakfast together, then we decide where we want to ride afterward. We've been doing it for about a year, maybe longer. We average about 20, but once we had about 50 cyclists turn out. In fact, three airplanes brought in bicyclers and their bikes. Even if they don't ride that day, a lot of people show up for the camaraderie."

The Snohomish Bakery on First Street and The Cabbage Patch Restaurant at 111 Avenue A join Harvey's as

popular meeting-and-eating places.

BIKES, the Everett based club whose name stands for the hifalutin' Bicyclists Idea Kinematic Exploration Society, welcomes potential members. For further information contact club president Alan Weiss at 353-807 or Stavert at 659-1427.

with relatively light traffic on weekends. The most popular routes for enthusiasts include the Lowell-Snohomish River Road between Everett and the City of Snohomish, Foster Slough Road from Snohomish to Ebey Slough, and Airport Way to the Bicycle Tree at Marsh Road then south to Maltby or east on Elliott Road along the Snohomish River, among many others.

Routes are not presently developed for less experienced riders, especially the occasional bike rider and/or families who would prefer to ride in areas that are less exposed to traffic or of shorter distances. Some of the most popular routes for enthusiast riders share narrow roadways (most without shoulder definitions) with an occasional tractor or logging truck at posted speeds of up to 35 miles per hour. The Lowell-Snohomish River Road corridor in particular, provides some very hazardous roadway segments where local commuting traffic may travel at 40 to 50 miles per hour. The road is about 6 miles long and is not easily divided into smaller riding segments with convenient trailhead access and services.

Most routes begin and end in Snohomish because the city is centrally located and the downtown provides historical and cultural facilities, architecturally interesting streetscapes, panoramic river and valley views, as well as a variety of interesting retail shops and services, restaurants and other entertainment. Popular trailhead locations include on-street retail parking stalls along First Street in downtown Snohomish and the parking lot at Harvey Field restaurant - a situation that creates problems for merchants, the airport operator and local residents on busy weekends.

#### Hiking and jogging:

The sidewalks along the retail sections of First Street from the 99th Avenue bridge to the overlook at Avenue A are popular strolling areas for local residents and visitors in downtown Snohomish. The sidewalks provide interesting window displays, an occasional sidewalk sale or cafe with street end views of the river and the activities at the Seattle-Snohomish Lumber Mill - particularly from the edge of Klallam Park adjacent to the Silver King Restaurant. The streetscape is a busy place, however, and the sidewalks provide a minimum amount of space within which to accommodate large numbers of strollers, retail activities and persons navigating into parked cars.

Strollers also travel the remaining sections of historical railroad right-of-way from the overlook at Avenue A to the boat launch ramp at Cody Park below the Burlington Northern railroad trestle. The walk offers interesting views of the wooden railroad trestle, river, valley, distant Cascades and the Seattle-Snohomish Lumber Mill though the path is not improved and not well marked.

The dirt road surrounding the sewage treatment lagoon at the west end of town is frequented by local joggers and walkers. The route provides interesting views of the river, wildlife residing in the wetland areas

north of the lagoon and some solitude from the activities in downtown Snohomish.

In general, Snohomish offers some of the most interesting walking possibilities in the region, though the area has not developed a system of first class paths, sidewalks and boardwalks that due justice to the potentials the historical and retail activities have to offer.

#### Horseback riding:

The residential areas north of Snohomish and in the south county area have the highest horse per capita ratio's in the northwest, possibly even in the United States. Local roads are populated with after-school and weekend riders from the adjacent neighborhood areas, usually 2 to 3 to a group. Slough Road west to Ebey Slough is a popular riding area for local residents because the roadway offers interesting views of the river with very little vehicular traffic.

Occasionally, an organized group will ride the Old Snohomish-Monroe Highway to Lords Hill to savor the open countryside and spectacular vistas provided from the top of the hill. In general, however, the area is not as well used as horse interests would like due to the lack of defined and protected riding trails with suitable equestrian trailhead facilities.

#### Boats:

The Pilchuck River is used by canoeing interests from Granite Falls to Pilchuck River Park during high spring run-offs, and by rubber tubing enthusiasts from Dubuque Creek to the park during summer. Tubing parties would probably use the river more frequently during the summer if there were more trailheads provided along the river's more populated corridor sections.

White water rafting is a very popular activity provided by a number of commercial operators on the Snohomish River from Index to Gold Bar. The sections of the river below Gold Bar, however, are not presently used for river boating activities, especially for more commercially oriented boat rides or rentals.

The City of Everett's recently instituted charter boat ferry service between Port Gardner and the Everett Jetty State Park has proven extremely popular. A river oriented taxi and/or touring service could provide similiar service between Everett and Snohomish, and offer public tours of the spectacular backwaters and sloughs of the Snohomish River delta.

### **Potential Destinations**

The corridor study area contains a large number of visually interesting, high quality, diverse features of potential interest as trail destinations.

#### Marshland Floodgate

The extent of the Snohomish River bottomland between Lowell and Snohomish is drained by a central drainage ditch that is controlled by a floodgate crossing the Lowell-Snohomish River Road just east of Lowell. The operation is interesting and spectacular views of the valley and river are afforded from the top of the gate structure owned and managed by the Marshland Flood Control District.

#### Marshland Drainage Ditch

The central drainage ditch extends the length of the valley narrowing from a 20 foot channeled ditch at Lowell, to a trickle where it crosses Marsh Road at it's southern most end. The access road along the ditch provides some panoramic views of the agricultural portions of the valley.

#### Original river channel

A portion of the original river channel has been left in the natural state adjacent to the Marshland flood control dike just west of Snohomish. The bottomland (owned by Burlington Northern) supports some unique habitat and is generally an interesting place to view and tramp about during high and low water periods.

#### Harvey Field

The airport is a busy place hosting a large number of small, private aircraft, ultralights, some gliders and vintage aircraft, parachutists and occasional hot air balloonists. The activity is always interesting and draws frequent bicyclists and sightseers to the perimeter roads and restaurant.

#### Snohomish historic buildings tour

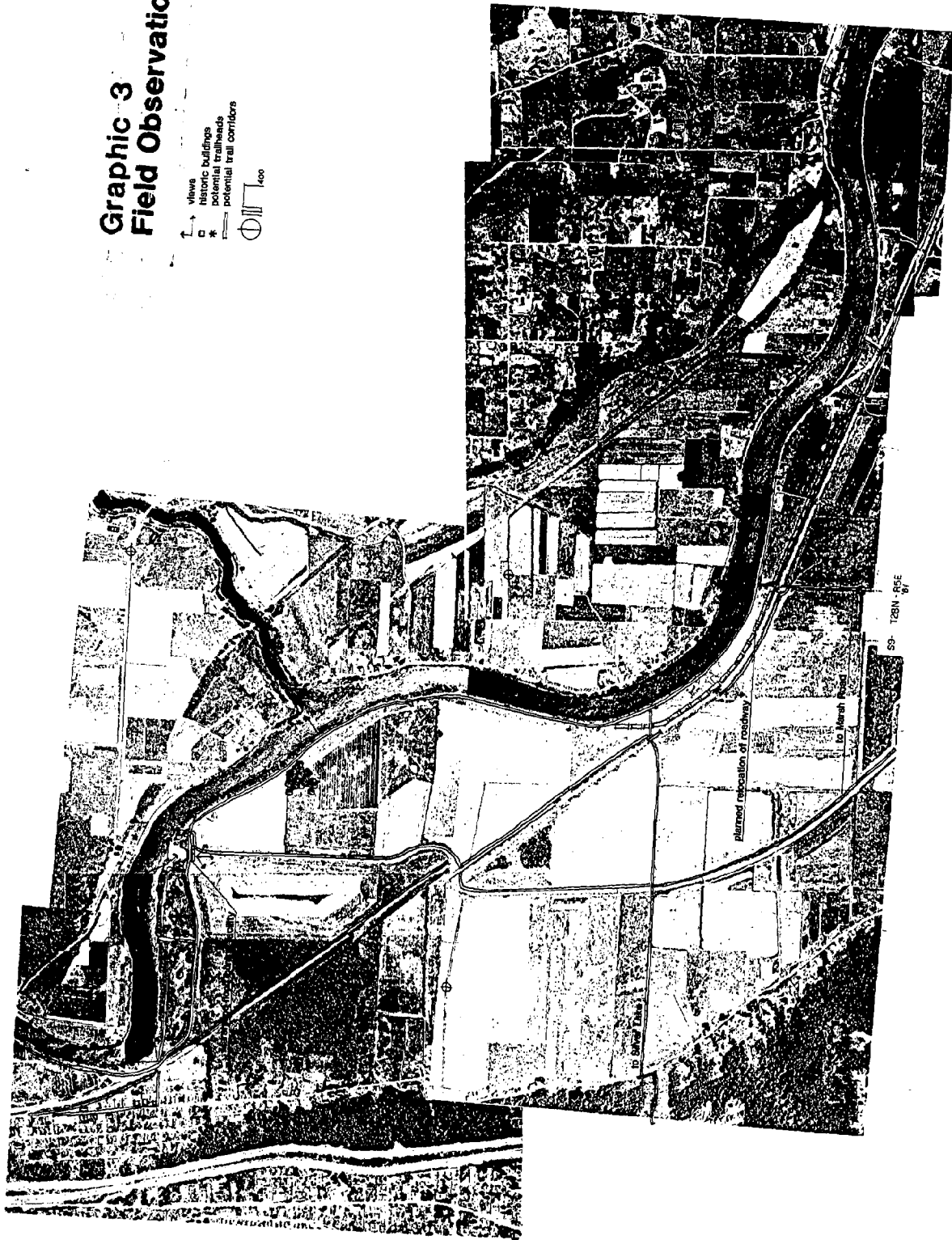
The central area of Snohomish concentrates 26 turn-of-the-century structures within a 4 by 5 block grid north of the downtown. The old structures include some of the area's earliest hotels, markets, theaters, churches, commercial buildings and homes - many occupied by retail establishments and museums that are open to the public.

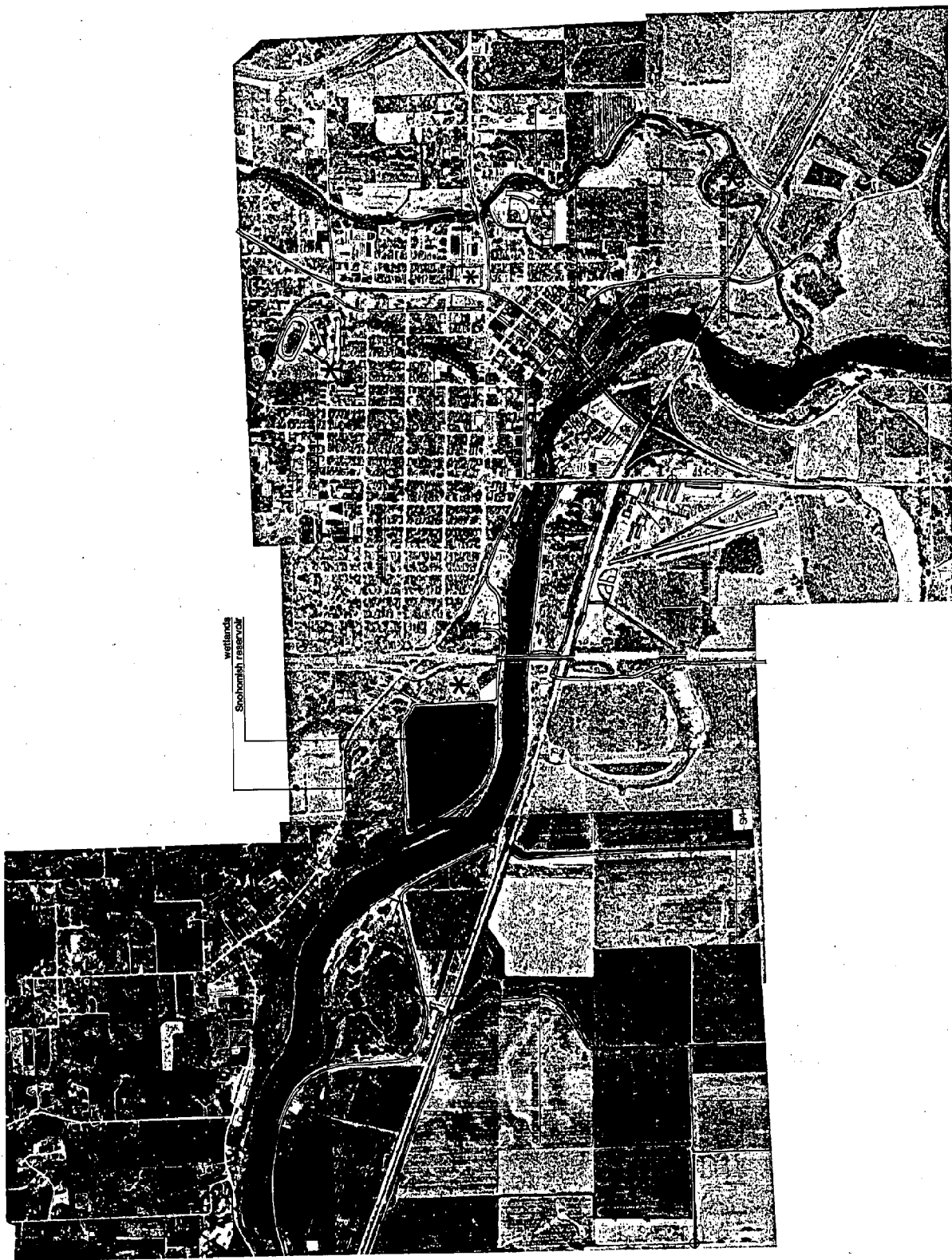
#### Swift Creek

Swift Creek drains the north portion of Snohomish and Blackman's Lake into the Snohomish River just below the downtown overlook. Originally, the creek was located at grade adjacent to Glen and Union Avenues emptying into the river just below Avenue A. The lower portion of the creek was piped and buried up to 40 feet below surface to accomodate turn-of-the-century building improvements between Second Street and the waterfront. Salmon occupied Blackmans Lake and migrated up Swift Creek before the lower portion was piped and buried. Portions of the creek are still visible from the large sinkholes at Cedar Avenue below First Street and next to the basement building shell across First Street at Glen Avenue.

# Graphic 3 Field Observations

- views
- historic buildings
- potential trails
- potential trail corridors







*The waterfront view of Kilaheva Park*



*Downtown Snohomish*



*Swift Creek adjacent to Union Avenue*

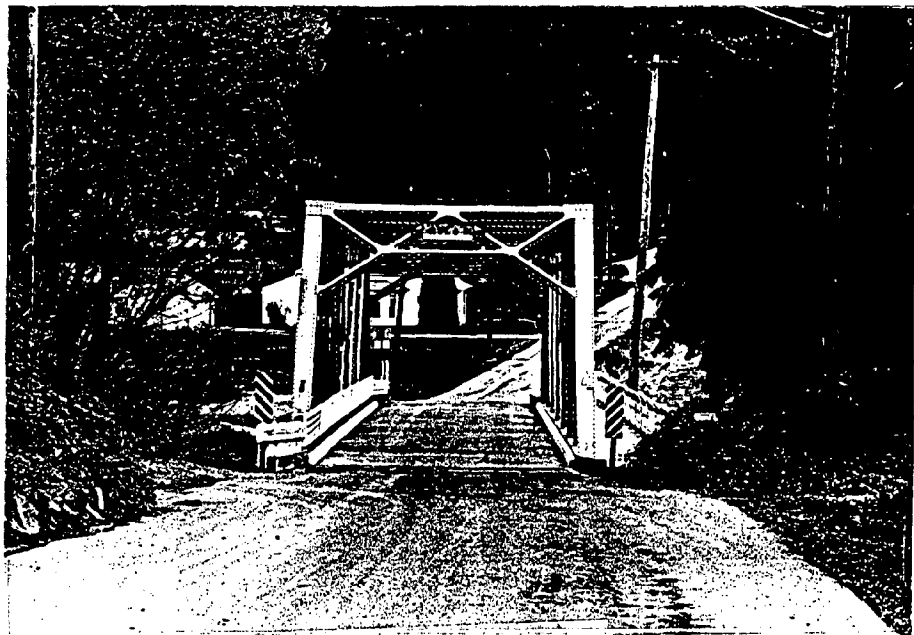


*Burlington Northern Railroad trestle*





*Snohomish sewage lagoon*



*6th Street Bridge across the Pilchuck River*

#### Burlington Northern Railroad trestle

The company has abandoned, and the county and city are negotiating to purchase, the original right-of-way and track beds from 6th Street north of town to Avenue D to the west and the City of Arlington to the north. When acquired and converted, the system will provide excellent multipurpose trail connections to Blackmans Lake and along portions of the Pilchuck River.

Eventually, the company will also abandon the track and wooden swinggate trestle south across the river to the main east-west railway. The trestle is a dominating structure providing some spectacular views of the town, river, valley, lumber mill and airport. In addition, the structure itself is a unique construction that is interesting to look at, and potentially that could be altered to allow first hand exploration.

#### Pilchuck River

The lower portions of the Pilchuck are settled below high levees and banks covered with trees and other outgrowths that create a sheltered, secluded atmosphere. The white water winter and spring currents give way to a slow, meandering stream bed in the summer that invites tubists and hikers to wander the stream corridor between Debeque and Pilchuck River Park. The river is most accessible and inviting where it runs adjacent to Pilchuck River Park and is crossed by a series of old timber and steel bridges at 86th Street SE, Three Lakes Road, Debeque Road and OK Mill Road.

#### Blackmans Lake

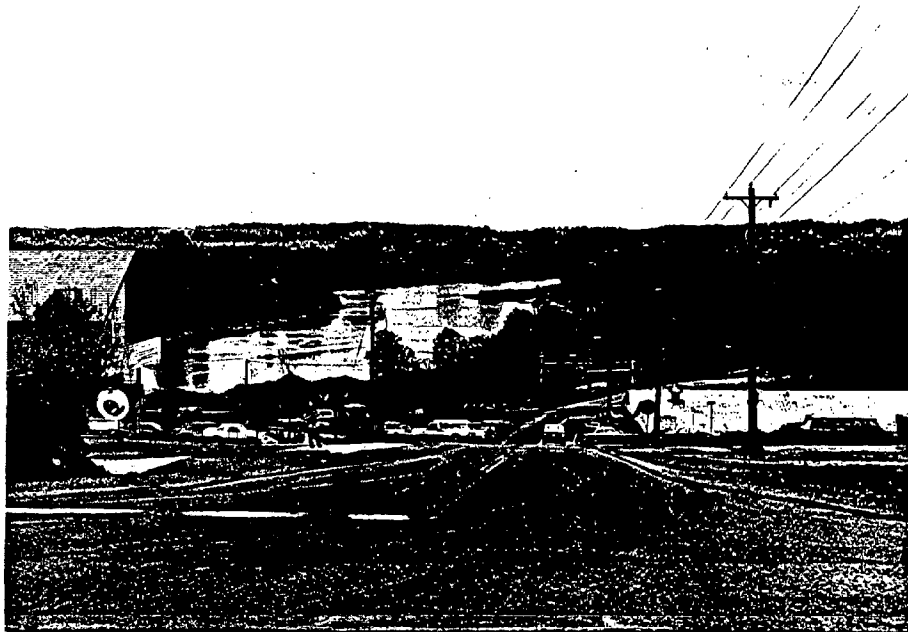
Wildlife habitat, fishing, boating, swimming and some day and overnight camping are some of the activities available at the popular lake at the City of Snohomish's Ferguson and Hill Park facilities. The lake and parks are readily accessible to surrounding neighborhood residents, and potentially to the rest of city and trail users if and when the Burlington Northern track right-of-way connections can be made with the downtown and Pilchuck River trail corridors.

### **Alternative Routes**

The corridor study area contains a number of potential routes that could be used for a variety of trail activities.

#### Marshland Flood Control Dike

The nicest views are atop the flood control dike or levee managed by the Marshland Flood Control District between Lowell and the 99th Street Bridge into Snohomish. However, large sections of the dike are very narrow or have weathered to no more than a couple feet in width. Most sections of the dike could not support the development of a major, multipurpose or strictly hiking trail facility on top of the dike without extensive dike reconstructions and expansion of the dike's into some sections of the adjoining Lowell-Snohomish River Road right-of-way..



*Lowell-Snohomish River Road looking from Lowell*



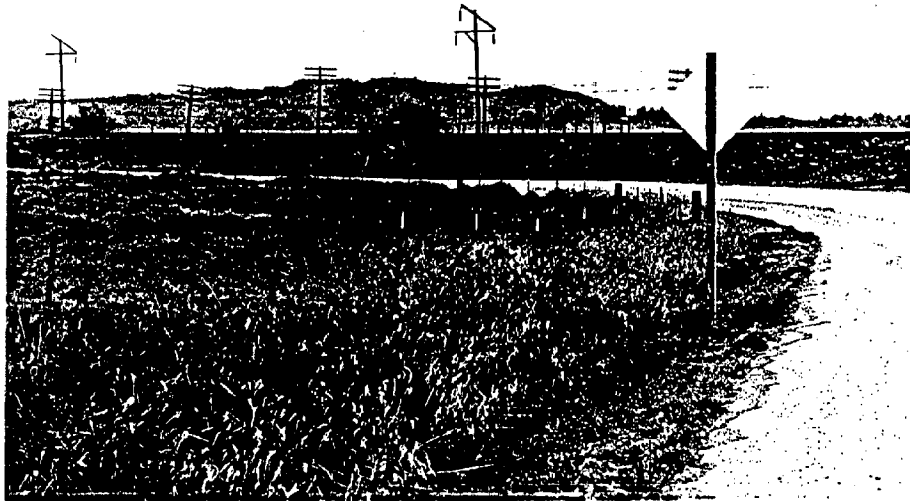
*Lowell-Snohomish River Road just before Marshland Floodgate*



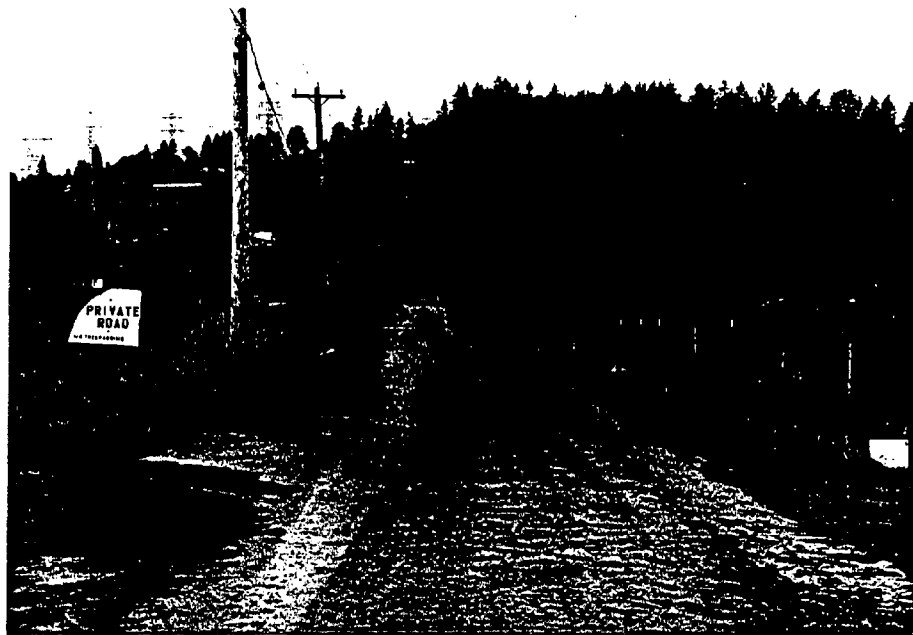
*Overlook of Snohomish River from Lowell-Snohomish River Road*



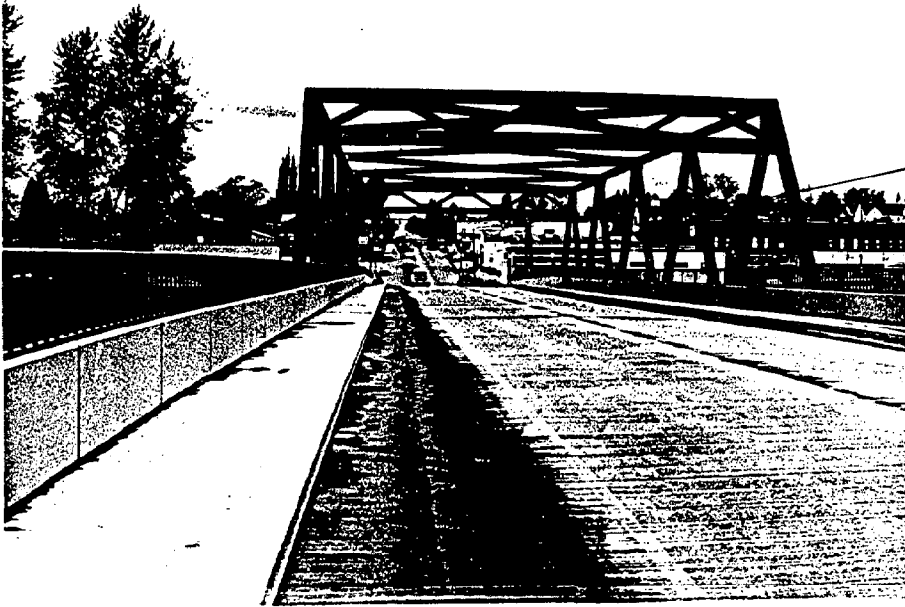
*View of portion of dike adjacent to Lowell-Snohomish River Road*



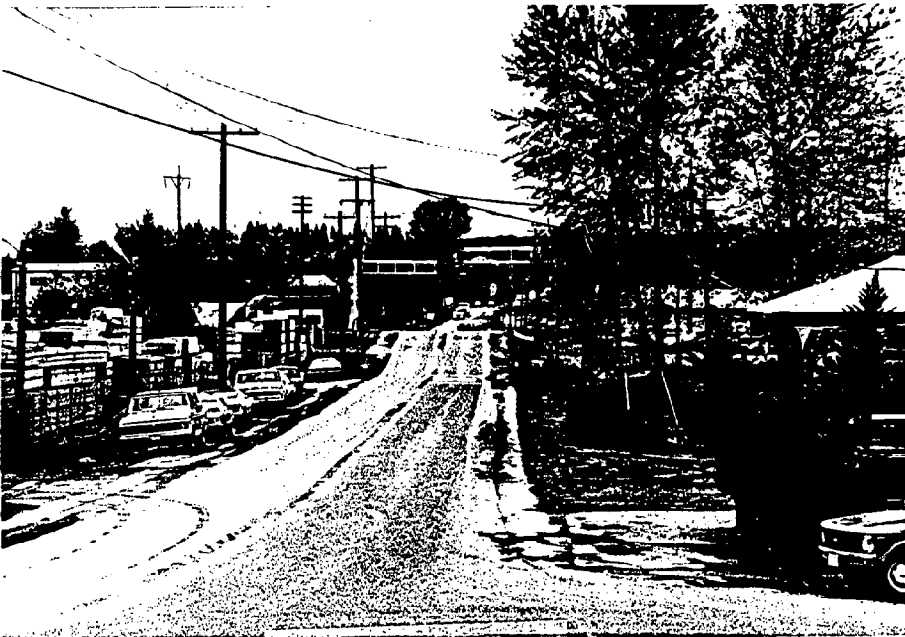
*Trestle crossing for horse access trail*



*Original Lowell-Snohomish River Road alignment along dike*



*99th Street Bridge into downtown Snohomish*



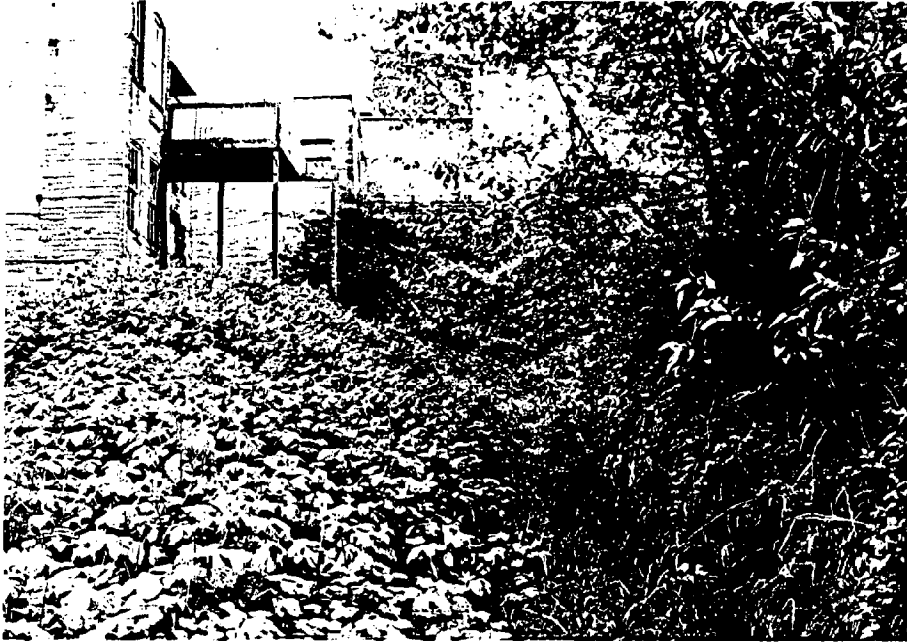
*99th Street with bike shoulder to Harvey Field*



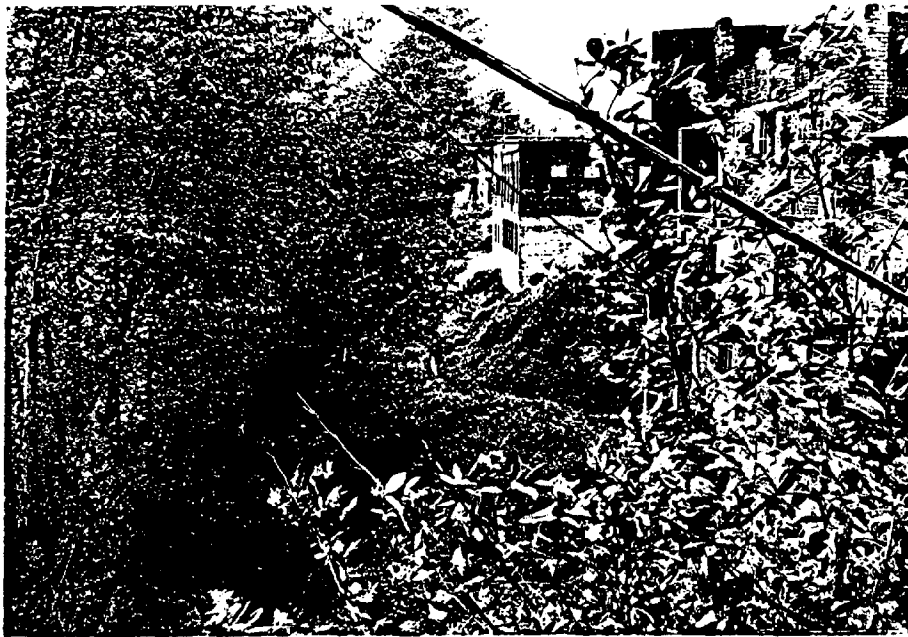
*Bank edge of Kla Ha Ya Park adjacent to Silver King Restaurant*



*Portion of historical railroad bed behind commercial district*



*Point where historical railroad bed erodes into river*



*Conversion of historical railroad bed to riverview boardwalk*





*Historical railroad bed terminus at Cody Park*



*Burlington Northern railroad tracts through Snohomish*

The dike is managed by the Marshland Flood Control District, but the land is owned by adjacent property owners, including large sections by Burlington Northern, Simpson Timber and Scott Paper interests. A dike-top trail would require the cooperative agreement of all the property interests along the trail's extent, including clear descriptions of maintenance and integrity responsibilities.

#### Within Lowell-Snohomish River Road right-of-way

There is adequate width within most of the right-of-way of Lowell-Snohomish River Road to accomodate development of a bike trail on the road's shoulder. However, the roadway has not been developed to utilize the full right-of-way, and in most cases barely provides two standard width lanes of pavement. Large sections of the road are without shoulders or have large, deep drainage ditches directly adjacent. In addition, some sections have limited sightlines that could obscure trail users to oncoming traffic.

Shoulder development would improve trail conditions for experienced bike riders, but would not provide the type of protected trail conditions of most interest to family or less experienced bike riding groups. A full service trail should be developed in a seperated, slightly raised alignment that would allow river views over the top of the dike, and provide sufficient use and visual seperation from Lowell-Snohomish River Road. There isn't enough right-of-way to accomodate a two lane road and a full service trail within most of the existing right-of-way. There may not be sufficient right-of-way to even accomodate a standard two lane road and necessary dike reconstructions.

#### Adjacent Burlington Northern right-of-way

A multipurpose trail could be developed within a corridor directly adjacent to the railroad right-of-way between Lowell and the SR 9 Bridge. The trail could be seperated from traffic on Lowell-Snohomish River Road and portions of the trail could be located within farm fields.

However, if not properly fenced, the trail would increase potential conflicts between the railroad and trail and would seperate riders from most of the interesting scenery and waterfront oriented destinations within the corridor area. In addition, sections of Lowell-Snohomish River Road presently parallel the railroad tracks and could isolate the trail within a noisy transportation corridor removed from the river's influence.

#### Marshland Flood Control Drainage Ditch

A multipurpose trail could feasibly be located within the access road paralleling the flood control ditch for portions or the full extent of the ditch between Lowell and Marsh Road. The trail would provide panoramic views of the valley and would be free of traffic and railroad nuisances.

However, the trail would also be removed from the river's influence and could be difficult to provide trailheads that could accomodate shorter riding distances. An alignment adjacent to the ditch is a desirable trail location, though possibly best used for horse trails or as part of a loop trail system connecting with another river oriented segments.

#### 99th Avenue Bridge

There are 4 foot sidewalks on both sides of the recently rebuilt bridge structure with a reserved, but poorly marked bicycle trail within the outside western lane that extends to Harvey Field. The outside lane is adequate for biking purposes if the designated lane were raised or otherwise given more prominent markings and improved across the Lowell-Snohomish River Road and Burlington Northern railroad intersection. No trail improvements should be extended along the east side of 99th Street, however, due to the large volume of trucking activity at the Seattle-Snohomish Lumber Mill. The trail is not appropriate for horse or hiking purposes on either side of the road.

#### First Street

A bike trail could be routed on First Street through the downtown section of Snohomish. However, there is barely sufficient space to accomodate moving cars and parking activities between 99th and Union Avenues. Consequently, this portion of the trail would have to be provided within the sidewalk area where there are considerable retail activities, street furnishings and other hazards. Due to the sidewalk's congestion, bicyclists should be required to walk their bikes on the sidewalk route portions between 99th and Union Avenues.

#### Historical downtown railroad trackbed

The historical railroad trackbed between the downtown and river could be renovated for bike and hike trail use from Union Avenue to Cody Park and the Burlington Northern railroad trestle. This portion of the original trackbed is in relatively good condition and provides panoramic views of the river, valley, Cascades and Seattle-Snohomish Lumber Mill.

The portions of the historical trackbed between Union Avenue and 99th Street are in disrepair. Sizable portions of the trackbed slumped into the river, or are in jeopardy, including a significant slippage at the end of Avenue A. This portion of the trackbed is not viable for trail purposes, and the city needs to construct a retaining structure at the end of Avenue A to prevent further slippage and the possible loss of adjacent commercial structures fronting on the south side of First Street.

#### Abandoned Burlington Northern railway

The company abandoned, and the city and county are negotiating to acquire, the portion of railway extending from Sixth Street north past Snohomish Junior High to Avenue D, and north from Sixth to Arlington for multipurpose trail developments. The railway provides an excellent bike, hike and horse trail corridor that is of gradual grades, seperated from traffic and most other physical and visual nuisances. The corridors will

connect the Snohomish area with Blackmans Lake, Lake Stevens, significant portions of the Pilchuck River, and the entire open space areas between Lake Stevens and Arlington. Eventual trail development could use the original railway or alternate bike or hike or horse segments between the railway and adjacent road or utility easement right-of-way to take advantage of local attractions or unusual scenery.

#### To-be-abandoned Burlington Northern railway

Eventually, when there are no longer viable or active rail users remaining on the line, the company will abandon the remaining track and right-of-way from Sixth Street south across the wooden railroad trestle to the main east-west rail line. This portion of the railway should be acquired by the city and/or county to connect the downtown and First Street bike and hike trail segments with the multipurpose trails extending north to Blackmans Lake and Arlington.

#### Burlington Northern railroad trestle

The railroad trestle should be used as a bike and hike overlook and trail segment. The structure is an interesting engineering design that includes a draw span and operator's cabin. The track platform is wide enough to accomodate a 10 foot wide trail (that should be caged with chain link fencing) plus overlooks at the center of the span over the river and at the southern end overlooking the Seattle-Snohomish Lumber Mill and Harvey Field.

The southern end of the trestle crosses over the east-west railway and merges with the southern track line to Seattle. This portion of the trestle can not easily or safely be converted for trail access, since the line joins an active segment of track. Some county road right-of-way joins the trestle at the southern edge of the lumber mill. However, the right-of-way is surrounded by active trucking lanes and some log storage yards, and is not a safe route for trail access. Consequently, the trestle would be most safely used if the trail were dead-headed at a point above the lumber mill, and the user were to return to the Snohomish side of the river.

#### Pilchuck River levee

A hiking/jogging trail could be created from the levee systems bordering the Pilchuck River. A potential corridor could begin on the east levee and travel north from the proposed soccer field land lease at the Old Snohomish-Monroe Highway to Pilchuck River Park then under the Second Street Bridge to cross the old bridge span at Sixth Street to access the city's undeveloped park lands on the east bank and connect back to the Burlington Northern trail on Sixth Street.

The trail could eventually be extended north on alternating sides of the river to parallel and periodically adjoin the multipurpose trail on the abandoned Burlington Northern railway. The Pilchuck trail could provide for hiking and jogging pursuits to satisfy the same type of activities that are now so popular at the sewage lagoon.

## Potential Trailheads

A number of public lands and facilities are being used and/or are available at strategic locations within the corridor study area.

### Lowell Park

The City of Everett facility is presently used as a major staging area by bicyclists traveling the Lowell-Snohomish River Road. The park is nicely furnished with restrooms, children's playgrounds, picnic facilities and tennis courts. However, the neighborhood park is small, with limited parking capacity. Use as a major trailhead could overload the facility and cause trail users to compete with local neighborhood residents if the park were the only site designated for this purpose along this portion of the trail corridor. (The City of Everett may proposed development of a major park and recreational facility on the river just below the old Route 2 draw span bridge that would provide major trailhead opportunities for this portion of the river corridor - see the City of Everett's report.)

### Marshland Floodgate

The Marshland Flood Control District owns land directly across from the floodgate that has in the past been used for river boating access, and that could be developed for trailhead services. However, portions of the site are very swampy and sections of the frontage road could present hazardous sight lines if trailhead activities were located within the right-of-way.

### Harvey Field

Bicycling groups presently use the restaurant parking lot, and portions of the Puget Sound Power and Light right-of-way adjacent to the parking lot as a major staging area. However, airport use has increased and trailhead activities are competing with other, legitimate airport activities. In addition, airport management would like to reduce any potential visual distractions in the open areas adjacent to the Puget Sound Power and Light and railroad right-of-ways at this end of the airstrip.

### Snohomish sewage lagoon

The city owns considerable land between the lagoon, State Route 9 and the public works shops that could be developed for trailhead parking and service facilities. The parcels are connected by a dirt access road that crosses under the SR 9 bridge. Access would need to be developed with Foster Slough Road, possibly using a limited directional system, or spaced entry using portions of the lands owned by the Pilchuck Audubon Society to the north of the city's parcel, to avoid traffic conflict with SR 9's interchange access ramps.

### 99th Avenue Bridge

Snohomish owns land to the west of the 99th Avenue Bridge that could be developed to provide short term trail parking. A short term facility would meet the needs of some bicycling groups and would reduce

competition with the on-street retail oriented spaces provided on First Street. This site could also provide bicycle oriented services, possibly including concession activities, in a location that would be visible and convenient to the downtown area.

#### Kla Ha Ya Park

This site represents one of the most strategic investments in the city's downtown inventory. Properly developed, the site could provide a major public boat landing, the downtown's public ceremonial space or amphitheater and a prime riverfront overlook. However, the site is below the grade of First Street and should not be designed to provide trailhead facilities.

#### Cody Park

The park presently provides a river boat launch and some parking for boating activities. Occassionally, the park is used for persons walking the historical railroad trackbed as a back door into the downtown. The site is not effectively used to capacity, and could be expanded to accomodate parking for potential visitors to the railroad trestle.

#### Proposed Pilchuck Soccer League Fields

The soccer league terminated the lease of lands south of Pilchuck Park and recently negotiated a land lease east of the Pilchuck River to provide fields on better drained soils usable for longer playing seasons. Portions of the land lease adjoining the Pilchuck River could be used for trailhead activities, possibly including equestrian facilities for the Old Snohomish Monroe Highway trail system users and for a hiking trail along the Pilchuck River levees.

#### City Hall

The parking lot at the old post office building on Union Avenue could be marked for use by downtown visitors during weekend events or on an after-hour basis.

#### Averill Field

The vacant land that adjoins the swimming pool could be developed to provide a close-in parking facility when this section of the railroad right-of-way is developed for multipurpose trail use.

#### Pilchuck River Park

The park's existing restroom facilities and parking lot adjacent to the river are available for trailhead use when the adjoining 2 baseball fields are not playing to capacity.

#### Central Elementary School

This older, neighborhood school facility is conveniently located next to Swifty Creek just east of the historic homes area. The facility's parking lot could be used for central parking for walking tours of the historic homes area and for explorations of portions of Swifty Creek.

#### Snohomish Junior High

The school is conveniently located adjoining the to-be- abandoned sections of the railroad right-of-way that will be used for trail access to Blackmans Lake. The existing school parking lots, and possibly some of the building's restroom facilities, could be used for trailhead purposes.

### **Opportunities**

There are a number of proposed or contemplated projects within the corridor area that could be used to implement significant trail development opportunities.

#### Planned Lowell-Snohomish River Road relocation

A couple property owners of the Marshland Flood Control District and the Snohomish County Department of Public Works have negotiated a proposed project that would swap right-of-way of a segment of the road just to the east of the Marshland Floodgate. The property owners would provide land within a right-of-way adjacent to the Burlington Northern tracks to allow development of a minor arterial road (11 foot lanes with 5 foot shoulders) to match a section of the road that was previously reconstructed to the east. In return, the property owners (Marshland Flood Control District) would be allowed use of the existing portion of road right-of-way for the reconstruction of the river dike. The proposed project has been partially designed but is pending land dedication by the property owners and construction funding by the county.

The county should retain ownership of most or at least a sizable portion of the original road right-of-way for trail use in much the same manner that the county retained ownership of the segment of original road right-of-way following road relocation in the project east of the site. The two original road right-of-ways and old pavements would provide a significant segment of a seperated multipurpose hike, bike and horse trail.

#### Harvey Field master planning

The owner/operator of Harvey Field will soon embark on a master planning effort for the popular airport facility. The operator would like to extend the runway clear zone to improve sightlines. This requires relocation of the Puget Sound Power and Light overhead transmission lines that are presently located between the airport and Burlington Northern railway. The utility has considered a new location overtop portions of the Lowell-Snohomish River Road.

A multipurpose trail should be included within the new utility alignment if this would provide an improved, seperated connection with 99th Street. The improvement would resolve potential traffic conflicts between trail users and 99th Street and remove some existing bike traffic from portions of the Airfield's northern perimeters.

#### Downtown Snohomish development programs

The Snohomish Downtown Development Association recently completed work on an economic revitalization plan for the downtown area that includes a number of proposals that could help implement strategic trail related projects. For example, the plan proposes to renovate Kla Ha Ya Park to provide a central downtown focal point, possibly including an amphitheater and river overlook. A major public boat landing could also be developed into the park. The boat landing would increase the downtown's water trail opportunities and would directly access the downtown trail system.

Downtown property owners are also interested in the possible development of a river oriented boardwalk system along the back of the commercial structures on the south side of First Street. The boardwalk would improve the downtown's trail network and strengthen the district's commercial opportunities. The boardwalk could extend from Kla Ha Ya Park via a deck onto the Silver King Restaurant, then progress through a series of grade and decked landings to the existing river overlook at Avenue A. The system would be above flood level and could be improved to a design quality that would not be possible, or practical, in other portions of the trail network.

The economic develop plan proposes to eventually renovate Swifty Creek from Blackmans Lake to the river. A preliminary design would realign the creek to flow at-grade from Second Avenue to a pond behind the commercial structures at Union Avenue, then transverse to the river in a fish ladder within Union Avenue right-of-way. The design would create a major focal point behind the commercial structures on First Street between Avenue A and Union Avenue that would compliment and focus the extension of the boardwalk system.

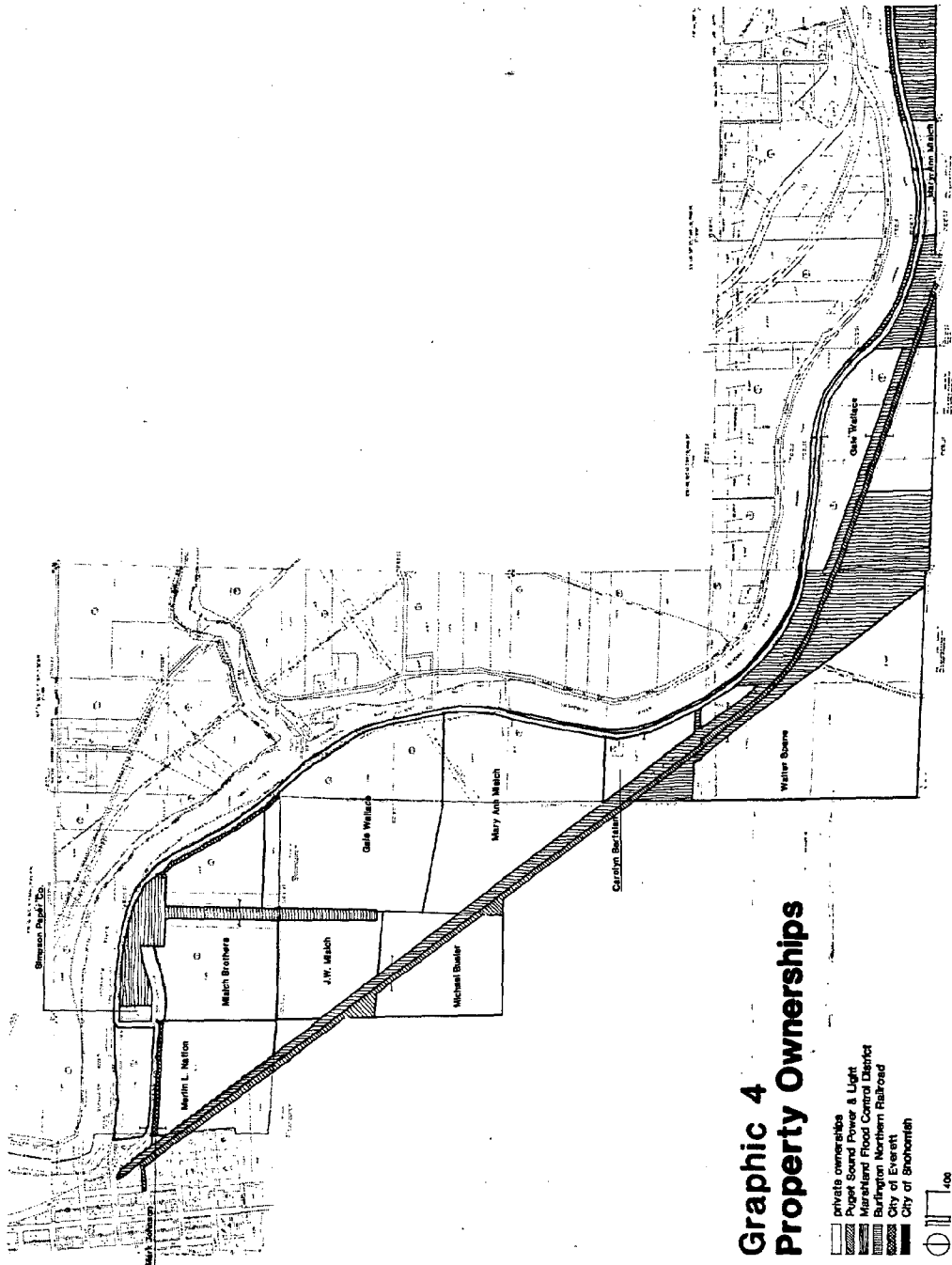
#### Everett Jetty Park charter ferry service

In 1985, the Everett Parks and Recreation Department chartered a summer ferry service to increase public access to the interesting environmental opportunities available on the Everett Jetty. The service proved extremely popular, and the department expanded the service this year.

A charter boat service has similiar, significant opportunities within the study corridor. For example, the charter service could be expanded to provide a ferrying service between Port Gardner and Kla Ha Ya Park in Snohomish. The trip would provide some interesting views of both cities, and would access tourists to both sites in a manner which increased public access but reduced traffic.

The service could be expanded further to include ferry service with other park activity sites within the Snohomish River delta possibly including a landing at the Marshland Floodgate, the park lands on Smith Island, a landing in Marysville, and even the Tulalip Tribe's long house and restaurant in Tulalip Bay.







The service could provide tours of Steamboat and Ebey Sloughs, and other minor estuary waterways that are not generally accessible to inexperienced boaters and public. The service could also ferry bike and hike parties between major trailheads within the delta or along the river to expand the corridors accessibility and create a more diverse selection of trail experiences and opportunities.

## **Workshop Comments**

The three public workshops attracted different interest groups, property owners and park and recreation officials, generating discussion of a number of pertinent trail planning issues and opportunities.

### Provide for different experience levels

A variety of skill levels, physical capabilities, age groups and interests should be provided including enthusiasts, families, youth and the handicapped. Present facilities generally satisfy some needs of the most experienced enthusiasts, particularly bicyclists, but are not adequate for families, tourists or the handicapped.

### Provide diversified trail systems

A variety of trail interests should be accommodated including hiking, jogging, equestrian and boating activities. Present facilities generally satisfy some bicycling interests, but are not adequate for hiking, jogging, horse and boating interests. Multipurpose trail development should be given priority over specialized trail segments that may primarily benefit a single interest or skill level.

### Create a regional trail system

Trail connections should be developed with other urban areas including Marysville, Lake Stevens, Arlington and Monroe; and with other regional trail interests including the unique environmental areas within the Snohomish River delta, at Lords Hill and along the Pilchuck River. Initial system development should extend outward from Snohomish to take advantage of the large and diverse number of destinations available within a short distance of major trailhead areas and services.

### Increase water trail potentials

Charter ferry boat service opportunities should be expanded significantly, including the potential development of an excursion tour of the Snohomish River delta that could link with Marysville and Tulalip Bay, and the use of ferry/biking pick-up and drop-offs at trailhead landings along the river corridor. A special holiday service should be initiated between Port Gardner and Snohomish as soon as possible to determine potential interest and economic feasibility of a larger future service system.

### Integrate economic development potentials

The proposed trail system should promote related private activities that will benefit local economic conditions or opportunities. Examples include the potential of the boardwalk retail area within downtown

Snohomish, commercial recreation activities at Harvey Field, bicycle and charter boat ferry services, among others.

Promote trail opportunities

The public and private sectors should work together to more effectively promote the trail opportunities presently available within the study area. The trail resources available within the study area are largely unknown outside of the local area and are significantly underappreciated and underutilized.

## Proposals

The following proposals are based on the analysis of present trail activities, field conditions, property ownership patterns, project opportunities and the workshop sessions.

### Multipurpose Trails (bike and hike)

Regional trail developments should be based on the following trail corridors:

#### Lowell-Snohomish River Road

A multipurpose 6-8 foot asphalt trail should be developed from Lowell to Snohomish within the alignment of the original road right-of-way. If possible and practical, the trail should be located on top of the dike around the old river channel owned by Burlington Northern to provide views of the riverscape and channel bottom.

Between Lowell and the previously relocated segment of road, the county should investigate relocating Lowell-Snohomish River Road parallel to the Burlington Northern railway. The right-of-way should be provided by dike property owners to allow for the dike's reconstruction into the existing Lowell-Snohomish right-of-way alignment. Ownership of part or all of the existing road right-of-way, however, should be retained by the county to provide access for trail use and maintenance. In addition, the county should consider asking dike property owner's to assume responsibility for trail construction as a part of the dike's shoreline public access requirement and environmental impact mitigation.

As an alternative, dike property owners could donate land along the western edge of this segment of the road to allow reconstruction of a road, trail and dike within a single alignment. Under this option, the trail should be 6 feet in width of a grade slightly above the road with guard rail improvements to provide visual separation and prohibit conflicts with vehicular traffic.

A similar right-of-way expansion should be investigated for the segment of road alignment between the old river channel owned by Burlington Northern and the 99th Street Bridge into Snohomish. Some of this portion of road could be provided by Puget Sound Power and Light if the company's overhead transmission lines are relocated atop the road's

right-of-way to allow for Harvey Field expansion. The county may consider asking Harvey Field and PSP&L to participate in the trails development as a mitigating measure to the airport's expansion and the utility line's incursion on the shoreline.

The complete stretch of trail between Lowell and Snohomish should occasionally have access to river overlooks on top of the dike or in a raised earthen platform at the same grade as the dike. Special trail viewpoints should be provided at the bottom of Lowell hill, at the Marshland Floodgate, across from Ebey Slough's convergence, at prominent river bends, about the complete circumference of the old river channel owned by Burlington Northern, at the Marshland drainage ditch outlet across from the Snohomish sewage lagoon, and on both sides of the southern end of the 99th Avenue Bridge into Snohomish.

#### Snohomish Sewage Lagoon to Monroe

A multipurpose trail should be developed about the circumference of the Snohomish sewage lagoon through downtown Snohomish and onto Monroe and Lords Hill on the shoulder of the Old Snohomish-Monroe Highway.

The trail around the lagoon should be 6 feet of asphalt to accommodate family bike riders. The lagoon may be separated from the trail by a low chain link fence if this proves to be necessary to control hazards. The trail should extend towards downtown Snohomish along the river frontage for as far as possible, then be aligned within a separated 6 foot asphalt shoulder on the south side of First Street to the 99th Avenue Bridge.

The trail should be located on the sidewalk on the south side of First Street between the 99th Avenue Bridge and Union Avenue to avoid conflicts with angled on-street parking and loading activities. Bike riders should be required to walk their bikes for this section of trail to avoid conflicts with pedestrian activities.

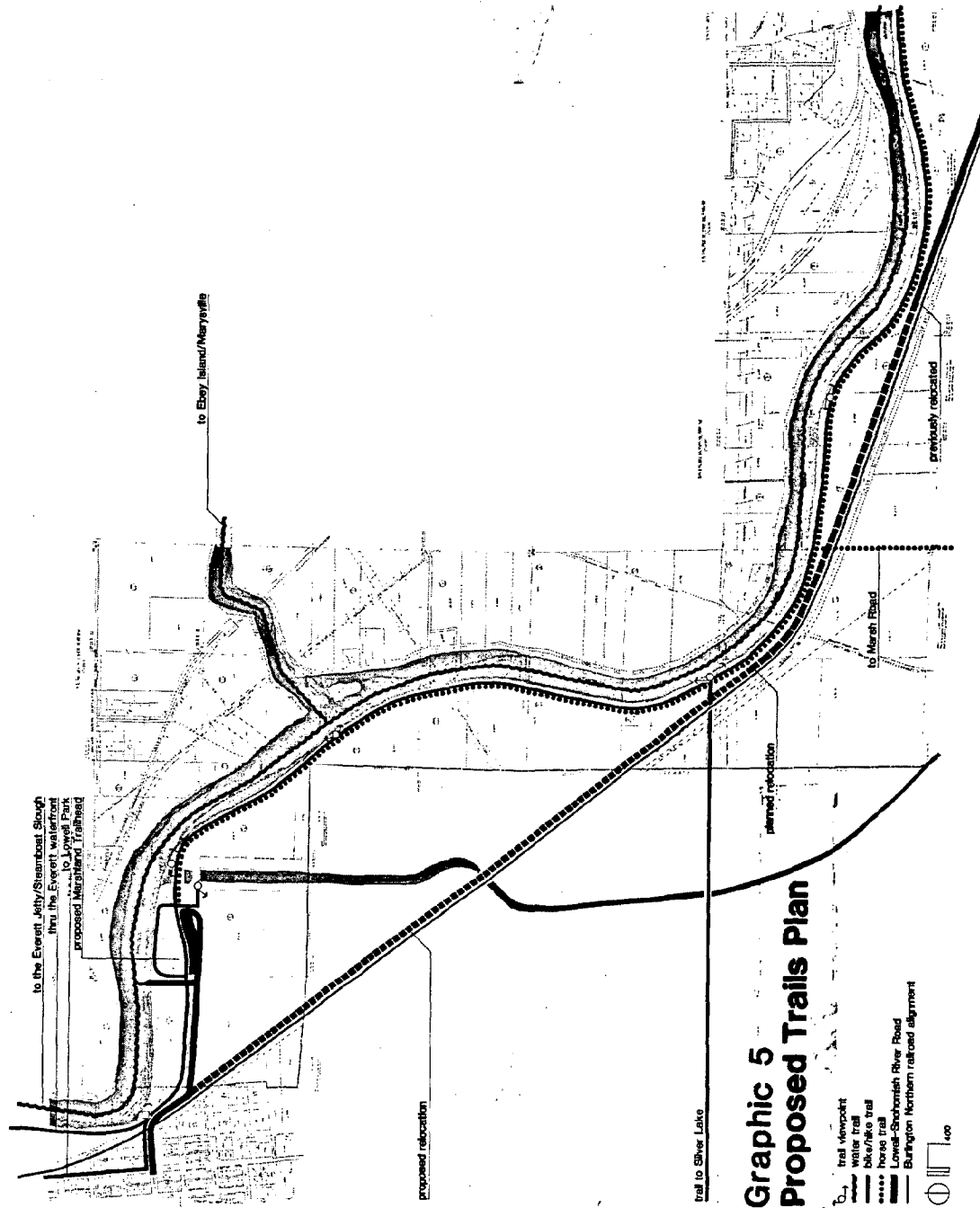
The trail should be located within a 6 foot shoulder on the south side of First Street to the Burlington Northern tracks, then within a 4 foot bicycle trail shoulder on the south shoulder of the Old Snohomish-Monroe Highway to Lords Hill and Monroe.

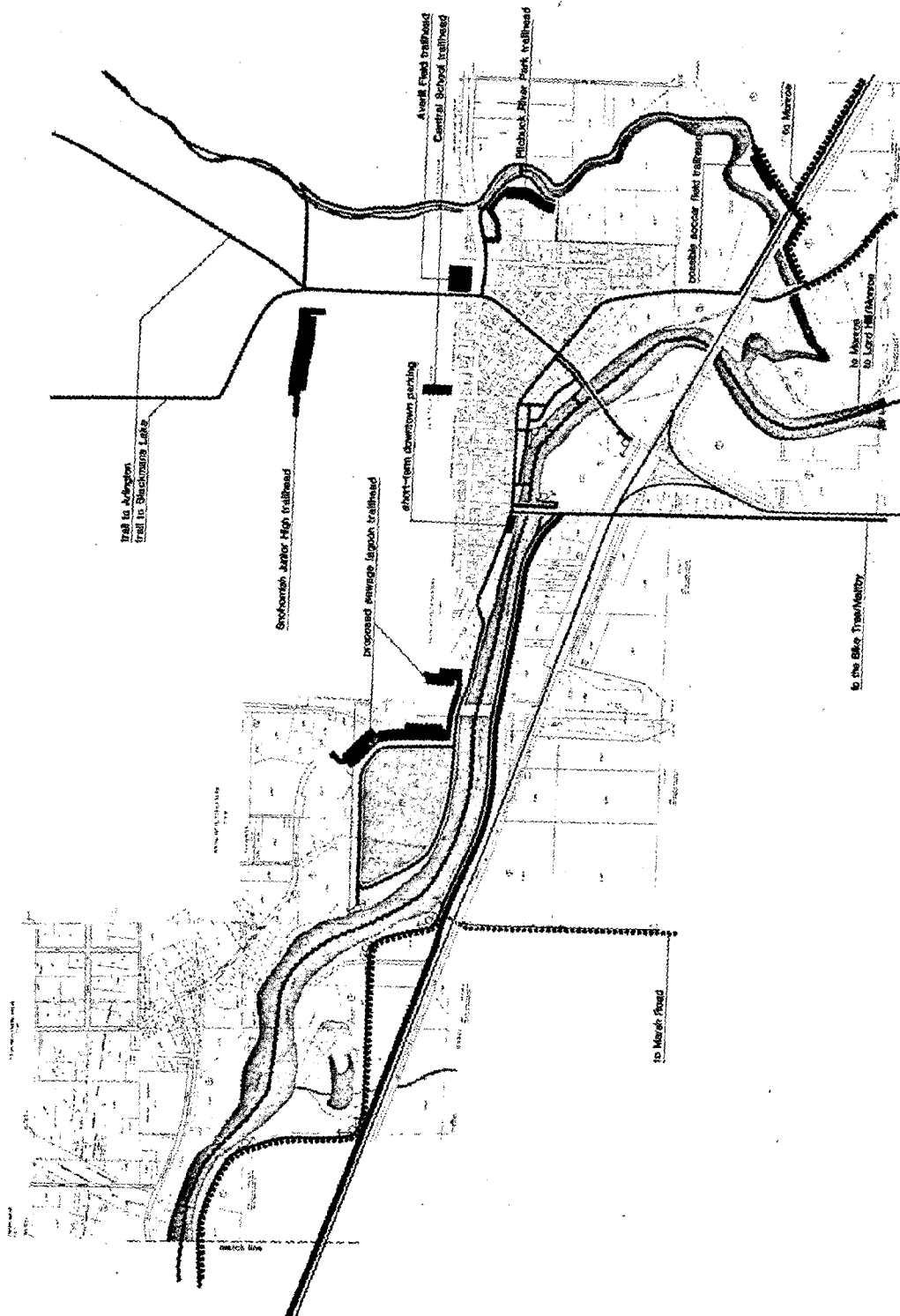
The trail should be provided overlook access at the city's property on the west frontage with the 99th Street Bridge, at Kila Ha Ya Park, at the river overlook on Avenue A, at the railroad trestle and the proposed soccer field lease land on the east side of the Pilchuck River.

#### Railroad alignments from the trestle to Blackmans Lake and Arlington

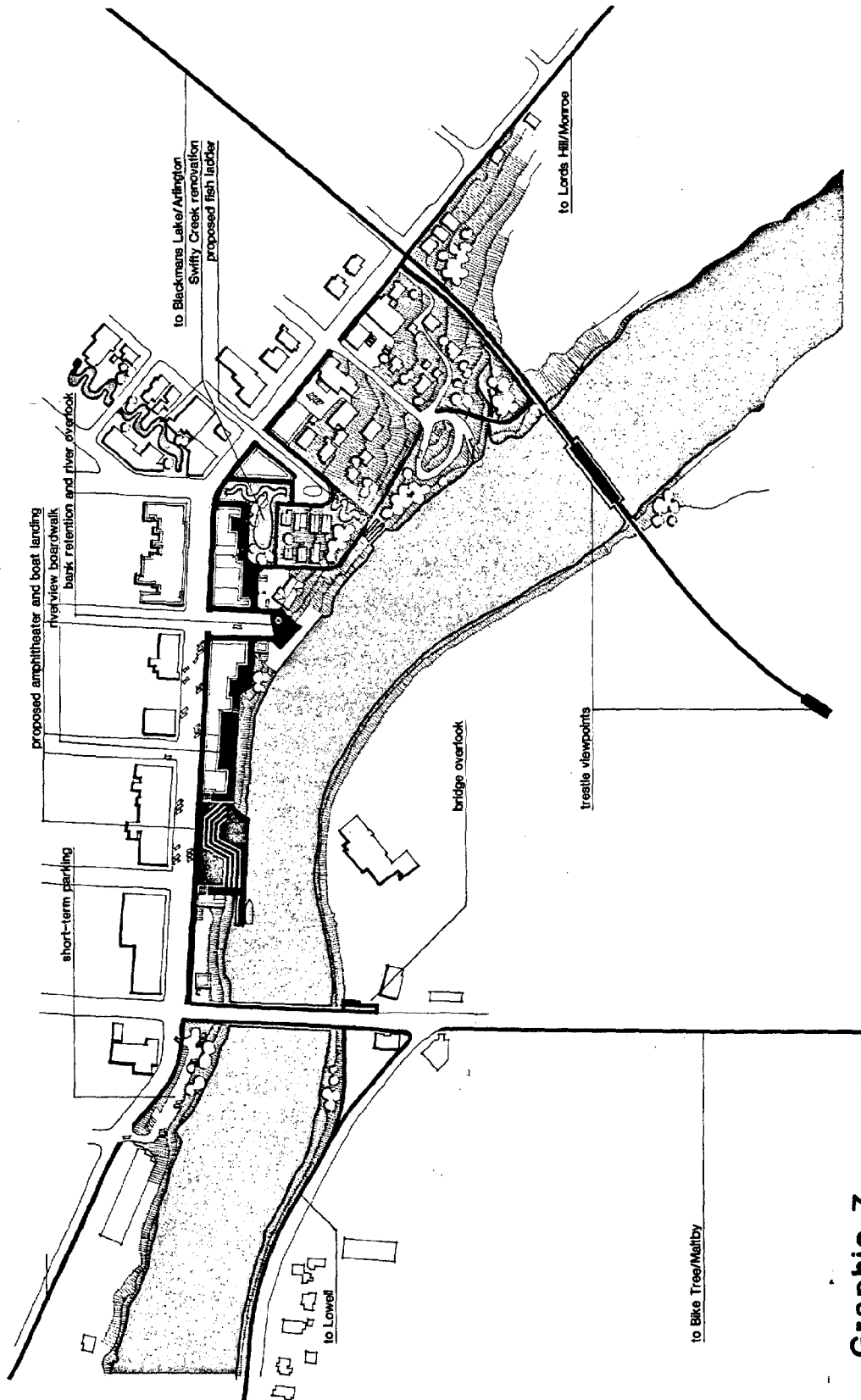
An asphalt trail should be constructed within the original railroad right-of-way to accommodate bicyclists and hikers from the trestle at the Snohomish River to the City of Arlington.

The asphalt trail should be 6 feet in width on the railroad spur line through the Junior High to Avenue A, then continue as a 4 foot asphalt









**Graphic 7**  
**Snohomish Trails**



bicycle trail on the east shoulder of Avenue A to Blackmans Lake and Ferguson Park.

The trail should be 8 feet wide between the trestle past Snohomish Junior High to 16th Street NE in Lake Stevens since this portion of the trail will likely have the highest bicycling and walking volumes. The trail may be 6 feet in width from Lake Stevens to Arlington to accomodate lower trail volumes if this width provides adequate access for trail maintenance vehicles.

The trail should have access across the complete extent of the wooden railroad trestle with scenic overlooks in the middle of the span and at a turnaround on the south end of the trestle overlooking the Seattle-Snohomish Lumber Mill. The trestle should be caged with chain link fencing to control access and avoid any hazards.

Two minor bicycle access trails should be developed between the multipurpose railroad right-of-way and Pilchuck River Park and the old bridge on Sixth Street. Both segments could be 4 foot asphalt shoulders on the south sides of the roadways with access to the river.

#### 99th Avenue Bridge to the Bike Tree

A multipurpose trail should be defined across the 99th Avenue Bridge to the restaurant at Harvey Field, then continue as a bicycle trail to the Bike Tree at Marsh Road and eventually to Maltby on Springhetti Road.

The 6 foot asphalt shoulder on the west side of 99th Avenue SE is of adequate width, but should be better defined with reflectors and possibly with guardrails. The portion across the west shoulder of the bridge should be provided seperated medians or raised to sidewalk height for better definition.

The 99th Avenue Bridge trail should be connected to the Lowell-Snohomish River Road trail on the west bridge entry, although the intersecting sidewalks should be raised in height and provided bollards to prevent vehicular traffic from turning into the trail corridor. A second access trail should be located on top of the dike extending east under the bridge to a ramp on the east side of the bridge. The ramp should access the east bridge sidewalk and provide an overlook of the Mill and downtown.

The west shoulder of 99th Avenue/Airport Way to the Bike Tree is extremely narrow in width and can be quite dangerous if there are any traffic or airport distractions. A bicycle trail should be located on the west and north side of the road from the restaurant to the Bike Tree. The trail should be seperated from the roadway, possibly using guardrails. However, improvement plans should be deferred until the airport master plan is completed to determine the best eventual roadway improvement scheme.

Trail viewpoints should be provided on the 99th Avenue Bridge, at Harvey Field restaurant, at the south end of the runway on Harvey Field (or where airport activities are most visible) and at the Bike Tree.

## **Walking Trails**

Besides the multipurpose trails described above, the following local walking and hiking trails should be developed:

### Downtown Snohomish Boardwalk

A pedestrian oriented urban boardwalk should be constructed behind the commercial structures on the south side of First Street from the Silver King Restaurant next to Kila Ha Ya Park to the Eagle's Hall on Union Avenue.

The boardwalk should be tied into the first and second floors of the commercial buildings with a series of decks and plazas. Since the boardwalk would be above flood level, the path can be improved to an urban standard with brick pavers and streetscape furnishings equivalent to that to be provided on First Street. The boardwalk should provide river viewpoints and incorporate outdoor cafes and similar pedestrian activity areas as much as possible.

The boardwalk treatment should be extended about the portion of Swifty Creek to be reclaimed adjacent to Union Avenue. The area should be developed into a focal point that can be viewed from the decks and plaza's that could front onto this portion of the boardwalk. The treatment should eventually be extended through the old worker housing south of the site towards the river.

### Cody Park Trail

An 8 foot wide asphalt or crushed rock trail should be developed on the historical railroad trackbed from the old worker housing adjacent to Swifty Creek across the proposed fish ladder to the inlet adjacent to the Cody Park boat launch, and then up the hill within the railroad right-of-way to the top of the trestle. Viewpoints should be developed in the trail below the worker housing area, at the fish ladder, and at the inlet below the trestle.

### Pilchuck River Levee Trail

A walking trail should be constructed of crushed rock on the east levee of the Pilchuck River from the proposed soccer field trailhead north past Pilchuck River Park to the Sixth Street Bridge and the City of Snohomish's undeveloped park property on the west riverbank. An access bridge should be developed across the river at Pilchuck Park, and path connections should be developed between the trail and the riverbed at interesting points.

## **Horse Trails**

Special, separated trails should be developed for horseback riding purposes within the following looped schemes:

### Snohomish River to Marsh Road

A special horseback riding trail loop should be developed from the Marshland Floodgate along the Lowell-Snohomish River Road multipurpose trail to the Marshland drainage ditch outlet south of the old river channel owned by Burlington Northern, then extend under the railroad track trestle using the farm road adjacent to the drainage ditch to Marsh Road, then through the valley on the access road adjacent to the Marshland Flood Control Channel, then return to the multipurpose trail on the farm access road and railroad trestle underpass. The loop would provide river and valley views within an alignment that would be relatively free of vehicular conflicts and other distractions.

The portion of the trail parallel to the multipurpose trail would need to be specially marked. In some places the trail should be constructed to an 8 foot width using a mixture of sand and earth materials to prevent erosion damage. The trail could be located on the farm and drainage ditch access roads without special treatments.

### Pilchuck to Lords Hill

A special horseback riding loop should be developed between the proposed soccer field trailhead on the Pilchuck River and Lords Hill. A possible alignment could use the north or south shoulder of the Old Snohomish-Monroe Highway to Trestle Road/Shorts School River Road and up the back side of Lords Hill. The trail could return in the same alignment to French Creek, then cross the farm fields on the French Creek levee and return to the proposed soccer field trailhead using the Burlington Northern right-of-way below the abandoned railroad trestle.

The portions of the loop paralleling roads could be constructed by improving the road shoulders with a crushed rock base to prevent erosion damage. The trail could be located on farm access roads without special improvements through the valley and within the Burlington Northern right-of-way.

## **Water Trails**

The ferry service presently chartered by the City of Everett should be expanded to provide access with Snohomish and the complete Snohomish River Delta. The service should combine tour excursions with bike-n-ride shuttle service between major trailhead landings to increase boat traffic and access within the river corridor.

Major boat landings should be developed at the Marshland Floodgate and Kila Ha Ya Park within the immediate study corridor. A comprehensive landing or shuttle service access could eventually include landings at the Lewis Street Bridge in Monroe, the park at Smith Island Road in

Everett, the park on Smith Island at the mouth of the Snohomish River in the county, the Everett Jetty State Park and South View Park in Port Gardner, the Tulalip Tribes smoke house at Totem Beach in Tulalip Bay, the public property on the south side of Ebey Slough adjacent to the State Avenue Bridge in Marysville, and the DNR wetlands on Ebey Slough south of the Stevens Pass Road Bridge, among many other landing and launch opportunities within the delta.

## **Trailheads**

The following sites should be developed to provide trailhead facilities:

### Marshland Floodgate

Full service trailhead facilities should be developed to for the bike, hike, horse and charter ferry service trails to be located along the Lowell-Snohomish River Road corridor.

If the Lowell-Snohomish River Road is relocated adjacent to the Burlington Northern railroad trestle, then a suitable trailhead access road, an 80 car parking lot and turnaround could be created from existing roadway pavement. If the Lowell-Snohomish River Road right-of-way is expanded to allow reconstruction of a dike, trail and roadway within the existing alignment, then a trailhead should be created from the land owned by the Marshland Flood Control District just north of the existing road.

A waterfront access trail should be created on original road right-of-way along the river to provide viewpoints. The wetlands owned by the Marshland Flood Control District between the proposed access trail and existing Lowell-Snohomish River Road should be restored and enhanced to create an interesting and informative wetland habitat along the trail's circumference. The trail should also include some form of overlook on top or adjacent the floodgate that provides views of the valley and explains the history and workings of the valley drainage system.

The existing boat launching access road on the west side of the site should be reconstructed to provide a landing facility for the charter ferry service using county road right-of-way (and possibly some or all of Simpson Paper Company's property). Some launching facilities should be built into the landing to accomodate canoes, kayaks, tubes and other small boat launches. A site access study should be accomplished, however, to determine whether larger boat launches can or need to be incorporated into the site.

### Snohomish sewage lagoon

Full service trailhead facilities should be developed for the bike and hike trails extending around the lagoon and into downtown Snohomish. The trailhead should be created from property owned by Snohomish and may possibly require some portions of the eastern parcel owned by the Pilchuck Audubon Society to resolve a good access scheme.

The access road would begin at the western edge of the Pilchuck Audubon Society's eastern parcel - to provide sufficient spacing from the SR 9 interchange ramp - pass under the SR bridge and connect to Foster Slough Road just east of the city's public works yard. The site could park 310 cars if developed to capacity.

An asphalt trail system should be developed around the lagoon to accomodate bike and hiking interests, as described in the trails section. In addition, a path system should be developed within the wetland habitat areas in the western parcel owned by the Audubon Society, and possibly into the wetland properties owned by James & Angelica May to the north of the lagoon.

A river overlook should be developed at the western end of the lagoon to provide views across the river of the old channel owned by Burlington Northern. Boat launching ramps should also be developed on the eastern portion of the parking area next to the public works yard.

The lagoon could develop into a major destination given the site's potential access, parking capacity, visibility and trail amenities. The city should evaluate the potential use of trail concessionaire activities including bike, roller skate and boat rentals.

#### 99th Avenue Bridge parking lot

The city owned property on the eastern edge of the the 99th Avenue Bridge should be developed to accomodate about 25 cars plus provide an overlook and access to the bridge.

#### Cody Park

The parking area of the park should be renovated and paved to accomodate about 25 cars for short term parking to meet access needs for the boat launch, Swifty Creek fish ladder and wooden railroad trestle.

#### Central Elementary School

Discussions should be held with the Snohomish School District about making available a 35 car parking facility (and possibly some restrooms) at the school for weekend, holiday and summer season use. The facility would provide easy, convenient parking for walking tours of the Snohomish historic homes tour and portions of Swifty Creek.

#### Averill Field

The south half of the city's property could be redeveloped to accomodate a 250 car parking facility and trailhead servicing the multipurpose trail along the Burlington Northern railway corridor.

#### Snohomish Junior High School

Discussions should be held with the Snohomish School District about making available a 200 car parking facility (and possibly some school restrooms) to service the multipurpose trails along the Burlington Northern railway corridor to Blackmans Lake and north thru Lake Stevens to Arlington.

#### Pilchuck soccer fields

Discussions should be initiated with the land owner and Pilchuck Soccer League about developing a horseback riding and hiking trailhead on the Pilchuck River land lease. The facility could accomodate a large number of cars within dirt parking areas adjacent to the river levee.

### **Special Activity Sites**

The following sites should be developed to provide for special trail activities:

#### Old river channel

Discussions should be held with Burlington Northern about locating all or a part of the multipurpose trail on top of the company's dike about the old river channel. The trail scheme should include a system of interpretative signs explaining the river's natural meandering and the wildlife habitat provided by old bottomlands. Some portions of the trail could also include segments that access the channel area during dry summer seasons.

#### Kla Ha Ya Park

The city should procede with the redevelopment of Kla Ha Ya Park to include an overlook, amphitheater and major river boat landing. The site is one of the downtown's most visible assets and should be finished to a quality equal to the proposed river boardwalk and sidewalk frontage on First Street.

#### Avenue A Overlook

The city should initiate planning work to construct a rip rap reinforcement of the riverbank below Avenue A to prevent further slumpage. The reinforcement design will depend on further feasibility studies but could be built of large rock and provided a plaza type overlook extension of the present street-end that would compliment the treatment to be provided the river boardwalk.

#### Swift Creek

The city should procede with the proposal to renovate Swift Creek. At minimum, the project should fill and construct water features in the sinkholes adjacent to Union Avenue to provide new focal points in the downtown boardwalk system. If possible, the project should relocate the creek to provide a surface elevation and construct the fish ladder at the end of Union Avenue that would allow salmon to return to Blackmans Lake.

Public sector	Snohomish County Parks & Recreation Division								
	Snohomish County Public Works Department								
	City of Snohomish								
	Everett Parks and Recreation								
	Snohomish School District								
Private sector	Marshland Flood Control District								
	Puget Sound Power & Light								
	Harvey Field								
	Burlington Northern Railroad								
	Snohomish Downtown Association								
	Downtown property owners								

X Primary task/responsibility  
0 Participant



## **Implementation**

The following implementation program is based on an analysis of trail development opportunities, the results of the workshop planning sessions and present funding conditions.

### **Participants**

The proposed trail developments affect and must be coordinated between a number of local public and private agencies (see Table 1) including a number of key property owners like Burlington Northern, the Marshland Flood Control District, Snohomish School District, Harvey Field and a number of downtown property interests, among others.

Principal project instigators could include trail interest groups of all kinds - for the recreational benefits, and economic development groups like the Snohomish Downtown Association - for the trail's economic potentials. Both groups can assist trail developments directly, using self help projects, local improvement districts, and similiar funding approaches; and indirectly by identifying and promoting trail benefits, representing trail interests in public funding reviews, and similiar lobbying efforts.

Overall coordination responsibilities, however, must reside with the City of Snohomish and Snohomish County Parks and Recreation Division if the systems are to be effectively organized and coordinated between jurisdictions and agencies.

### **Funding Strategies**

Funding strategies should be matched to specific trail opportunities to avoid duplication or competition between funding sources and take advantage of each funding sources specific possibilities. For example:

#### Senate Bill 4972 Excise Tax

The county collects funds from the .0025 percent real estate tax authorized by the state legislature in 1982 for park and recreational development purposes. The annual revenue varies depending on real estate sales within the county, but has averaged \$300,000 in annual returns over the last three years.

Generally, the county has decided to use excise tax to finance strategic projects that will benefit the largest number of users. Consequently, excise tax returns have been used to finance development of some of the larger, regionally oriented landholdings within the county's inventory in the last three years, including Lundeen, Hayak Point and Meadowdale Parks.

County excise funds could be used to develop small segments of the proposed trail system where the potential users are from the regional area, and no other funding sources are readily available. Potential examples include portions of the proposed Burlington Northern trail, the Marshland Floodgate trailhead and the Burlington Northern wooden railroad trestle.

#### Paths and Trails Reserve Fund

In 1972, the legislature authorized State Bulletin Number 226 that allocates .005 percent of the state gas tax receipts for use by local jurisdictions for the development of local paths and trails. Generally, the Public Works Department has used the county's reserve fund allocation to finance sidewalk components of major arterial road construction projects.

## Financing Strategies

SB 4972 Excise Tax										
Paths and Trails Reserve Fund										
General Obligation Bonds										
Special levys										
IAC/LWCF/ALEA Grants										
Local Improvement Districts (LID)										
Public Use Agreements										
Environmental Impact Mitigations										
Self Help										
Concessionaires										
<b>Multipurpose trails</b>										
1: Lowell-Snohomish River Road	-	-	X	X	X	0	-	X	X	0
2: Sewage Lagoon to Pilchuck River	0	-	-	-	-	0	0	X	0	0
3: Burlington Northern Railroad	-	-	-	-	-	X	-	X	-	X
4: 99th Avenue to the Bike Tree	-	-	X	0	-	0	-	X	X	0
<b>Walking and hiking trails</b>										
5: Downtown Snohomish Boardwalk	-	-	-	X	X	-	-	-	-	-
6: Cody Park Trail	-	-	-	-	-	-	0	X	-	-
7: Pilchuck River Levee Trail	-	0	-	X	-	0	0	X	-	-
<b>Horse trail</b>										
8: Snohomish River to Marsh Road	-	0	0	X	-	-	-	X	X	-
9: Pilchuck to Lords Hill	-	0	-	X	-	-	-	X	-	-
<b>Water trails</b>										
10: Port Gardner to Snohomish	X	0	-	-	-	X	-	X	-	-
<b>Trailheads</b>										
11: Marshland Floodgate	-	-	0	X	-	0	-	X	-	X
12: Snohomish Sewage Lagoon	0	-	-	X	-	0	0	X	-	-
13: 99th Avenue Bridge Parking Lot	-	-	-	-	-	-	0	X	-	-
14: Cody Park	-	-	-	-	-	0	0	X	-	-
15: Central Elementary School	-	-	-	X	-	-	-	-	-	-
16: Averill Field	0	-	-	-	-	-	0	X	-	-
17: Snohomish Junior High School	-	-	-	X	-	-	-	-	-	-
18: Pilchuck Soccer Fields	-	0	-	X	-	-	-	-	-	-
<b>Special Activity Sites</b>										
19: Old River Channel	-	-	-	X	-	0	-	X	-	0
20: Kila Ha Ya Park	-	-	-	-	-	X	0	X	-	-
21: Avenue A Overlook	-	-	X	-	X	-	-	X	-	-
22: Swifty Creek	-	-	-	0	0	0	0	X	-	-
<b>Legend</b>										
X	Major role/funding opportunity									
0	Minor role/funding opportunity									
-	Not eligible									

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